MOB THE INDIANS FOR CHANCE TO SHOOT BOW AND ARROW.

Launches Do Record Business in Trips Around the Garden Lake-Guides at Variance Over New York Religion and Liquor-Capt. Bill Talks of Scooters.

The boys ran wild at the Motor Boat and The boys ran wild at the Motor Boots and Sportsmen's Show in Madison Square Garden all day yesterday. They attacked the Garden longing to O. F. Thomas of this city in his races and Baron de Turckheim is an officer application. The principal number was the Speed Handlager when cap, at six furlongs, in which Ram's Horn early in the morning, and until the very last they seemed to own everything. They went around the lake in the launches Buster Srown and Tige, and those two boats did a record business. Last Saturday they carried more than 1,500 passengers at 10 cents each, and yesterday this record was beaten badly. The boys, of course, thronged around the Indians in the concert hall, and were delighted when they were able to get a turn at shooting with a real Indian bow and arrow. The Indians stood their fun

and arrow. The indians shood their for patiently, but they seemed to be particularly pleased as the day drew toward a close and they had a day or rest ahead of them.

Every one who has anything to do with the show is very grateful that Sunday comes sometimes, even if there are six days of hard work between rest days, but this Sunday with the sunday comes are the sunday sunday. is of more than ordinary welcome because every one is tired. The crowds that have througed the show since it was opened have been phenomenal, and those in charge of the different exhibits have talked them-

Three guides of the Maine camp were disensing this Sunday yesterday afternoon, and one asked where a good church was, as he wanted to hear a good sermon. "Don't mean to say you are going to church

in New York?" asked another guide.
"Certainly I am," was the reply, "they have
some great churches here and I want to see

"What are you going to do?"
"Well, I think this is a good town to sample the liquor refreshment of and that's what I

am going to do.

"Why, you can get a load in Maine."
"That's true, but not like the one you can
get in New York, and I want a real New

deer heads on inspection at the State of Maine's exhibit have been much admired, it is not generally known that one of the deer heads is the largest that has ever been brought out of the Maine woods. This remarkable trophy of the forests of the Pine Tree State is hung on the back wall of the exhibit directly under the big birch bark "M" in the word Maine. The deer which bore these now famous

were they for the owner to carry about with him that where he should have weighed about so pounds had he been in normal condition he tipped the scales at but 190, being all skin and bones, and the meat practically no good

The head, which is valued at \$100, is what is called a "freak," having regular "palms, such as are found on caribou or moose horns, though much smaller. Just why a deer's though much smaller. Just why a deer's hornsshould grow in this manner is not known, but the guides have many different theories on the wall and put on exhibition nearer the floor where it can easily be a spected and its marvellous development readily seen by the visitors to the Maine withbit

Aspected and its marvellous development readily seen by the visitors to the Maine exhibit.

The Canadians, who occupy all the Fourth avenue end of the Garden in the balcony, have a fine lot of heads, too, that have been greatly admired. They also have some very handsome pictures of scenes in the Temagami. Mississaga, Kootenay and other districts that abound in gaine. Sportsmen here are very much interested to the Canadian shooting districts and the stories told of hunting grizzlies, moose, caribou, deer and of fishing have so worked on the visitors to the show that many parties have been booked to cross the border in the coming season and try what can be done with the rod and gun there. The canadian rivers afford opportunities for cance trips that are unexcelled.

One of the most attractive pictures in this

posure was twenty minutes, and although the plate has been enlarged, every figure is as sharp as nossible.

Among the heads is a record moose, one of the six largest in the world, having a spread of sixty-six inches, some fine carrison and many specimens of small mouth black bass, wall eyed pike and other fish that fairly make the angler's fingers tingle to be holding his rod and enjoying the outdoor life.

At one side of this exhibit are tanks in which are live sea trout which have been sent to the show by D. G. Smith, fishery commissioner of New Brunswick.

Capt. Bill Graham was at the show again yesterday. He had been away to manage a scooter race on the Great South Bay, and yesterday was telling his friends of the wonderful sport of scooter racing. An association is to be formed to govern this racing, and clubs are being organized all over Long Island, and Capt. Bill declares that scooters are going to furnish the greatest of the winter sports. Capt. Bill knows scootering from start to finish. Some time ago the baymen used to get a flat boat and go out on the ice to fish. This boat they used to drag over the ice, and one extra lazy man one day hoisted his coat up on the mast as the wind was favorable, thinking that the wind that the coat caught would help drive the boat along, and so save him some labor. The plan worked so well that he found the boat going too fast, and he had to immp aboard in order not to be left behind. It was not long after that the baymen substituted sails for their coats, and so the scooter grew.

These boats cost only \$100. Each has two runners and they can sail on water or scoot over the ice. They are steered with the fibe more modern boats have rudders attached.

Capt. Bill also showed pictures of an ice

capt. Bill also showed pictures of an ice motor boat. The motor turns a wheel that works through the bottom of the boat. This wheel is fitted with sharp points that stick in the ice. Great speed is claimed for this craft and it is possible that it is the beginning of motor boat racing on the ice.

One of the engines attracting a good deal of attention at the show is the International kerosene oil engine. One thing exhibited is a section of the 1½ horse power engine, showing clearly the unique adjustable method of exploding the oil, and how the oil is atomized before entering the engine without heat, making it possible to make an engine extremely light in weight, free from carbonization, quickly started and run without electricity. Like other kerosene engines, they start with a torch, but the new torch lights directly without heating, making it possible to start a cold engine in 35 seconds from the time of lighting the bungers. The company has also a 5 horse-power engine with reverse clutch, and one of 6-horse power. The makers assert they are prepared to compete this year with the gasolene motor in any way. ched. Capt. Bill also showed pictures of an ice

way.

net this year with the gasolene motor in any way.

Reuben C. Leonard broke another record in the anglers casting townament. It was in the light trout fiv casting contest. His cast was offect sinches. The previous indoor record for a cast of this kind with a four ounce rod was his own, of 24 feet. The event was open to all, the only restrictions being that the rods must not weigh more than four ounces. Hiram W. Hawes was second, with \$5 feet \$ inches: L. \$ Darling, third, \$2 feet: E. J. Mills, fourth, 78 feet \$ inches; Judges—M. H. Smith and H. G. Henderson, \$r. Referee—Robert B. Lawrence.

The afternoon cast was for accuracy. It was called dry fly casting for accuracy at buoys 20, 20, 40, 50 and to feet from the standing platform. The angler cast first at one buoy and then at another, and retrieved as delicately as possible. If he cast within one foot of the buoy it was scored as a perfect cast. J. H. Cruikshank won, with a score of \$8.80. G. M. L. La Branche was second, with \$7.80. D. Brandreth, third, with \$3.10, and L. \$ Darling, fourth, with \$1.60.

The water sports were under the auspices of the Morris Yacht Club of Pelham Bay Park, whose members were assisted by the members of the Fort Hamilton Division of the United States Volunteer Life Saving Corps. There were four mattress races, the first of which was won by Cant. Heeb from Lieut, Krezek, in 1 minute 21 seconds; O. Reuel won the second from C. Reuel in 1 minute 4 seconds; the third fell to Lieut. Hetzel, who defeated H. Owen in 1 minute 30 conds. The tailing contest was between H. R. Hare and H. Heinek, Jr., acainst J. J. Hattenbrun, Jr., and L. H. Danburg, and Lasted 7 minutes. Finally Hare's paddler drove his canoe bow on against Hattenbrun's canoe, and Hare then pushed his antagonist into the water.

BOYS ENJOY THE MOTOR SHOW | TESTIMONIAL TO AUTO CHAMPION | RAM'S HORN SHOWS QUALITY. H. W. Fletcher Thanks His Father for

Giving Him "Nerve." H. W. Fletcher, who won the W. K. Vanderbilt, Jr., cup for the 100 mile race on the Florida beach in January and a little later in uba established the new world's record of a mile in 45 seconds from a standing start, was the guest of honor at a testimonial luncheon given by Baron Frederick de Turckheim of the De Dietrich Company at 1 West Thirty-fourth street vesterday after-

Pletcher drove the 50 horse-power car beraces and Baron de Turckheim is an officer in the French firm that makes this car, when not too busy with armor plate and gun contracts for the French Government.

The most interesting speeches made at the dinner were those which dwelt upon Cuba as a place for automobile racing Racegoers just returned from Havana declared that the road on which Fletcher made his records surpassed anything in the world and that the Cubans are so enthusiastic over automobile contests now that appropriations are to be made for building new roads to connect with the San Cristobal highway so that next year there will be a circular course Cr for a race of several hundred miles, with broad stretches for short distance competitions.

It was brought out also that Fletcher won his races and records with the same car that Gabriel, the famous French chauffeur, drove in the Nanderbit cuprace and failed to finish. Fletcher, in responding to a toast, said he thanked the makers of the car for so good a machine and thanked Mr. Thomas for his confidence in sending him alone to compete, and giving him a free hand, and added "I thank also my father, an old English army officer, for giving me the nerve."

to One Authority.

"Don't mean to say you are going to church in New York?" asked another guide.
"Certainly I am," was the reply, "they have some great churches here and I want to see one."

"Well, I ain't going to church. I can do that at home "
"What are you going to do?"
"Well, I think this is a good town to sample the liquor refreshment of and that's what I am going to do."
"That's true, but not like the one you can get in New York, and I want a real New York."

Though the many handsome moose and deer heads on inspection at the State of Maine's exhibit have been much admired, it is the largest that has ever been brought out of the Maine woods. This remarkable trophy of the forests of the Pine Tree State is hung on the back wall of the exhibit directly under the gib brich bark "M" in the word Maine.

The deer which bore these now famous there was shot in the town of Amherst, lear Chemo pond, about eighteen miles from the construction of automobile bodies has but just begun and is to be carried much further, according to an editorial in Automobile Topics, in which the situation is set forth as follows:

"Touring pleasures are largely dependent on the comfort of the tourists en route. It is no light undertaking to sit in a car for hours at a stretch, bowling along over all sorts of roomy and comfortable—or even luxurious—at a stretch, bowling along over all sorts of roomy and comfortable—or even luxurious—the roomy and comfo Luxuriousness in the construction of auto-

Clubhouse.

While the majority of the members of the Automobile Club of America declare them-selves satisfied with the site for the new clubhouse, at Fifty-fourth street near Broadway, selected by the committee quite a few are expressing disappointment with the location, because it is in a side street and there will be no interesting prospect from either the front or rear windows. At present the members of the club have, from their clubrooms, a fine outlook upon the activities of Fifth avea fine outlook upon the activities of Fifth avenue and across the Plaza to the entrance of the Park. In Fifty-fourth street there will be no view from the windows north, and this is considered as a mistake by the grumblers. The committee was appointed with power, however, and it has taken an irretrievable step in buying the land. The committee argues that the garage accommodations and spacious club quarters were the chief desiderata and that for the room desired prices on Broadway and Fifth avenue were too high. The site purchased and the plans have yet to be submitted to the club members, but no matter how many may disapprove the land has been bought.

AUTO MEN SEEK LAW'S AID. Coprt Decides Motor Cars Not Subject to Lien as Carriages.

one of the most attractive pictures in this exhibit was taken by moonlight. The moon is shining through the trees and reflected on the waters of the lake, and on the shore is a camp with half a dozen hunters sitting in front of the tent onletty smoking. The picture is a beautiful one and from a photographic point of view, a remarkable one. The exposure was twenty minutes, and although the title law been emerged, every figure Owing to a recent court decision against introduced which, if passed, will so amend Among these will be the cars owned by Wallace and Vanderblit. Landa, the most famous of all the lien laws that garage keepers will have the same privileges of lien as livery stable men and may attach and hold a motor car at any time for storage and repair bills. The decision which inspired this action was rendered in a case where a garage manager attempted to assert a lien on a car for repairs. The Judge decided that the dealer had ro lien, because the car had been allowed to leave the place after the repairs were made, although the car was subsequently returned to the same place, where it was kept regularly in storage. The interpretation of the law given was that even if a car was taken out for half an hour the repair man would have no lien on it when it was returned. air an hour the repair man we en on it when it was returned.

Remarkable Auto Car for Street Cleaning A remarkable motor car that looks some-

what like a huge mowing and reaping machine, and which, in fact, is a reaper, has just been completed at a Hartford factory. It is a heen completed at a Hartford factory. It is a street sweeper and gleaner, and if it does what is claimed for it should be of much interest to city officials. The machine will, it is said, travel a city street at four miles an hour, and as it moves first sprinkles the pavement and then, by means of rotary brushes, removes all dirt and debris and empties it into a large tank that is a part of the machine. A remarkable feature claimed to have been worked out is that it will nick up solid objects, such as bricks, and at the same time brush up the finest dust.

Auto Gives Relief to Thirsty

According to automobile news notes recelved by a New York tradesman from Fargo business by serving as means of speedy transport from the "dry" town of Farzo to the wet" one of Moorhead, Minn. Farzo being a prohibition town, the thirsty ones in it have found such an immense relief in having a quick way of going to the nearest licensed town that a regular stage line has been established between the places named and is supported by anti-prohibitionists.

New Auto Racer for William Wallace. William Wallace, the wealthy Boston sportsbuilt for him a new racing car of 100 horsepower, which he proposes to enter in the Vanderbilt cup race. The car is a F. I. A. T. and will be built in Italy. It is to be delivered on July 3.

LAGE'S GOOD FENCING.

Columbia's Captain Adds to Record in Pennsylvania Meet.

By beating Pennsylvania on Friday in the fencing bouts held in the local gymnasium, Columbia scored its second victory of the season. The Quaker team, except for Fleisher, the captain, was weak. The Pennsylvanians scored in two bouts, Fleisher beating Kehrlein and Joly Lage, the Columbia captain, won his three bouts and added to his brilliant record this season. He has been beaten only twice out of twelve bouts which he has fenced in dual meets. The final score was 7 to 2 in favor of Columbia, the same tally by which West Point beat the Quakers.

The teams were: Columbia - F. Lage, C. L. Joly and O. D. Kehrlein, Pennsylvania - L. M. Fleisher, W. C. Williams and F. H. Scott.

First Round - Fleisher defeated Kenriein, Joly defeated Williams, Lage defeated Scott, Second Round - Kehrlein defeated Williams, Joly defeated Scott, Lage defeated Scott, Fleisher defeated Joly, Lage defeated Williams. Columbia scored its second victory of the season. The Quaker team, except for

George H. Clark and J. R. White of Rochester have purchased the schooner Harburger from the Henry G. Russell estate. The Harburger is 79 feet 5 inches over all and was

purchased of E. D. Thaver of Worcester,
Mass., the schooner yacht Ivanhoe.
Joseph E. Brown of Brooklyn has purchased from George H. Fletcher of Philadelphia the sloop Flectra.
F. C. Moore of the New York Canoe Club
has purchased from George H. Frazier the
bouseboat Hudder Grange. These transfers
were made through Gardner & Cox.

WINS THE SPEED HANDICAP AT NEW ORLEANS.

Logical Favorite for Crescent City Derby Gives Twelve Pounds and a Beating to Trapper-Old Stone Beats a Good Field at a Mile-Big Crowd and Big Fields.

NEW ORLEANS, March 4.—The Crescent City Jockey Club entertained a multitude cap, at six furlongs, in which Ram's Horn proved his right to the quality, which yesterday was expressed in figures represent-

Ram's Horn is the logical favorite for the Crescent City Derby, which will be run next Saturday It was asking quite a lot of him to give weight to such good sprinters as Rapid Water, Phil Finch, his stable companion: Trapper and Escutcheon. He won in such heroic fashion that the crowd rose and cheered and continued to cheer until

Rapid Water made the run for half a mile, It was brought out also that Fletcher won | but then began to struggle under his weight, Trapper, with 105 up, against Ram's Horn's 117 hooked up with the leader. In a driving finish Ram's Horn, having overcome in-terference, won by a neck. Trapper was second. Rapid Water died away and Es-

outcheon beat him for third place.
Outside of the stake race bewildering fields were the order of the day. The second-ary feature was a handleap at one mile, which was won by Old Stone, Gregor K. being the contender.

which was won by Old Stone, Greyor K.
being the contender.

First Race-Seven furlongs-Yorkshire, 107 (Lee),
to to 8, won: Hadrian, 99 (Baird), 7 to 1, second;
The Eye, 107 (Shaver), 5 to 1, third. Time, 1:28 4-5.
Swedish Lad, Winnifred Lad, Grand Champion,
Roderick Dhu, Malediction, Paul Revere, Billy
Wake and Cherry Boy also ran.
Second Race-One mile and a sixteenth-Postmaster Wright, 101 (C. Harris), 9 to 5, won; Maraschino, 103 (Crimmins), 13 to 1, second; Blue Blaze
101 (E. Rice), 30 to 1, third. Time, 1:34 1-5. Atheola, Bountiful, White Ghost, Captain Gaston, Ojibwa,
St. Blue, Harry New, Captain Gaston, Ojibwa,
St. Blue, Harry New, Captain Gaines, Nandora,
Fleetful and Rabunta also ran.

Third Race-Five and a half furlongs-Klitics,
96 (Wishard), 8 to 1, won; Klitie Platt, 107 (Aubuchon), 5 to 2, second: Gotowin, 107 (McCafferty),
10 to 1, third. Time, 107.3-5. Little Jack Horner,
Miss Gomez, Horiensia, Lady in Black, Chamblec,
Woolnola, Simplicity, Pacheta and The Guartisman
also ran.

Fourth Race-Speed Handicap: six furlongsRums Horn, 117 (Crimmins), 13 to 5, won: Frabjer,
105 (H. Phillips), 11 to 2, second: Eccucibeon, 96
(Aubhehom, 7 to 1, third. Time, 112 4-5. Titanie,
Rapid Water, Pity and Phil Finch also ran.

Fifth Race-One mile-Old Stone, 107 (Aubuchon),
8 to 2, won: Greeor K., 107 (M. Martin), 13 to 5, second: Elng's Trophy, 110 (H. Phillips), 8 to 5, third.
Time, 138 4-5. Lucky Charm, Jake Sanders and
Mauser also ran.

Sixth Race-One mile and three-quartersEvelyn Kinsey, 105 (J. Martin), 3 to 2, won: Royal
112 (Balrd), 4 to 1, third. Time, 3:03 4-5. Cajthness,
Murmur and Catalline also ran.

Seventh Race-Six furlongs-Annie Alone, 141

the back wall of the exhibit directly under the big birch bark "M" in the word Maine.

The deer which bore these now is mous antiers was shot in the town of Amherst, near Chemo pond, about eighteen miles from Bangor, last November. The antiers have thirty-eight points, or tines, and so heavy thirty-eight points, or tines, and so heavy

HOCKEY.

Rink.

For the first time in the history of hocker in the United States two teams of girls played the Canadian game at the St. Nicholas Rink yesterday morning. The rival girl sevens yesterday morning. The rival girl sevens were known as the Drifters and Idlewilds. Both teams gave a clever exhibition of the sport. The defensive work on each side was very sharp and only two goals were scored during the halves of ten minutes each. The score was a tie, each team getting a point. Miss Murphy made the point for the Idlewilds and Miss Hennis scored for the Drifters. Miss Hawley at point and Miss S. Morse at goal were very effective in blocking what appeared to be sure goal shots.

NOTES OF THE TRADE.

What's Going On in Automobile Circles. William Wallace, the well known amateur automoa 100 house power F. 1. A. T., the same type as the 1905 Gordon Bennett racers. It will be delivered on July 3, so that Mr. Wallace will have about three months' practice before the Vanderbilt cup race, for which he has entered. This is the third F. I. A. T. which Mr. Wallace has purchased and he is a great believer in these Italian cars. His 90 horse-power machine won the Eagle Rock hill climb, and at Ormond. In the record trials for one mile, his 90 horse-power F. I. A. T. beat all the other four cylinder cars. Hollander & Tange-man announce that five P. I. A. T. cars will rep-resent Italy in the Vanderbilt cup race this year. Italian chauffeurs and winner of a great many races on the other side, will be over here in the early part of the year and will also drive in this race.

About "side chain drive." Harry S. Houpt, the New York agent of the Thomas Flyer, had a few interesting remarks to make. A study of the cars manufactured abroad, where automobiling is some years older than it is in America. Mr. Houpt says, will show that all the successful foreign manufacturers are using the chain drive on their high powered cars, although a number of these are using the shaft drive on their light weight cars. Notable among the foreign cars using side drive are inc. Mercedes. Panhard. Richard Brasler. and Westinghouse. This is fairly good evidence that the shaft drive is not considered good form on high powered machines in Europe. In America the side chain drive has another great advantage. It gives a road clearance of many inches more than can be found on the shaft driven car, to say nothing of its superiority in strength.

nothing of its superiority in strength.

W. J. Moore, a millionaire of this city, has just added to his stable a Royal Tourist 32 to 38 horse-power, which he has purchased from C. A. Duerr, Mr. Moore has already in use a 20 horse-power Clement Bayard and a 24 to 55 F. J. A. T. This Royal is to be upinoistered in carmine leather, the body is to be painted invincible green and the running gear aurora red. The body is to be striped with the running gear coloring and the running gear with the invincible green. The sale of this car in competition with the foreign mactines is very gratifying to Duerr and vertices the high opinion which he holds of the product of the Royal Motor Car Company of Cleveland.

Big demand is being made for the Columbia two cylinder is horse power side entrance tonneau, in the 1905 model of which there have been several important additions and changes. The new carburettor, which is the same as that used on all the new Columbias of high power, is the chief agent in effecting the increased horse power, and in place of the old method of speed changing by means of two levers, one lever is used for the three forward and reverse speeds. The entrances are broad and the doors have full outward swing. This machine made its first public appearance as a class winner in the Eagle Rock hill climbing contest, and the large forward bonnet and general lines of it are very suggestive of four cylinder construction.

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16-20 M. P. Landaulette 60 H. P. Touring Car 16-20 H. P. Suburban 16-20 H. P. Side Entrance Touring Car

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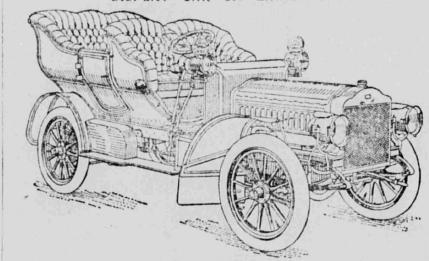
The 1905 Model "FIAT" Chassis is Now on Exhibition at Our Garage.

We also offer the following second-hand Cars: 24-30 H. P. "FIAT," 1903 model Touring Car, In good condition. Price, \$4,000. 18 H. P. Mors, Side Entrance Touring Car, in good running order. " \$4,500. 16-20 H. P. "FIAT," 1903 model Touring Car, in good condition.

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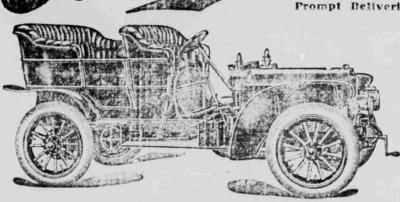
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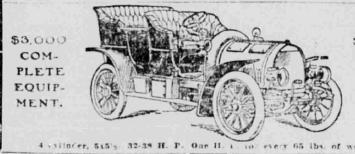


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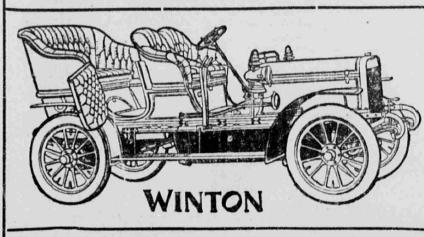
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\$3,000 THE TRUE BLUE CAR



EASIEST controlled car in existence! Can be run by a Youth Does its own work infallibly without "tinkering" or adjusting

Four upright cylinders, fed by one single Gas-mixer (Carburetor), and fired by one single Magneto (Electric Sparker). Simplest and best system we ever used. No Storage Battery. No Multiple Vibrator Coils. No Irregular Ignition. No Gauges to Watch. No Lever-moving necessary, to vary speed in regular

No getting under seats, nor craning below car, to inspect or repair working

Motor instantly accessible, by merely lifting hinged top of hood, which is forward of Dashboard. Crank-shaft, Connecting Rods and Pistons exposed by turning a hand screw.

Transmission Gear exposed in five seconds, by simply lifting one board, under driver's foot, turning a handle and lifting off cover of Aluminum Casing. New patented Steering Gear.

No "worm" to wear into "lost motion," nor to wedge (when worn) in dan-Safest, surest, simplest Speed-control.

All speeds, graduating from 4 miles an hour to 60 miles an hour, available by merely pressing right foot on pedal.

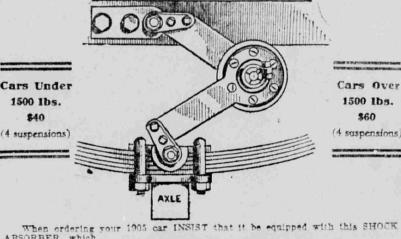
Five Models-All with Four-Cylinder Vertical Motors. 16-20 H. P., \$1,800

Model C (shown above) 24-30 H. P., \$2,500 Model B. Model B, Limousine, 24-30 H. P., \$3,500 40-10 H. P., \$3,500 Model A. Model A. Limousine, 40-50 H. P., \$1,500

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seem like Asphalt; and is Endorsed by all prominent Engineers. Among others the following prominent manufacturers and importers are equip-

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A lie which is a lie May be met and fought outright. But a lie which is part truth Is a harder matter to fight. -Tennyson.

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Twentry horse, three cylinder. 1880 (cost \$3500), \$350; Thirty horse, four cylinder, \$850 (cost \$3500), \$350; Thirty horse, four cylinder, \$850 (cost \$3500), \$2000, Automobile, four cylinder, twenty horse, \$600; Panhards, \$1000 to \$2000, Rochet Schneider, \$4500, Locomobiles, four cylinder, \$1800, \$2000, \$2000, \$2000; Panhards, \$1000 to \$2000, Rochet Schneider, \$4500, Locomobiles, four cylinder, \$1800, \$2000; Panhards, \$1000 to \$2000, Rochet Schneider, \$4500, Locomobiles, four cylinder, \$1800, \$200, \$2000; Panhards, \$1000 to \$2000, Rochet Schneider, \$4500, Locomobiles, four cylinder, \$1800, \$2000; Panhards, \$1000 to \$2000; Rochet, \$2000; Panhards, \$1000 to \$2000; Panhards, \$1000 to \$2000, Rochet, \$1000 to \$2000; Panhards, \$1000 to \$

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